Practical Costumes That Are Also Attractive.

Pretty, Yet Able to Defy Wind and Rain and Dust.

Carments for the Woman Who Goes Touring or on Long Runs-Silk Rubber Coats Now Made of Any Weight and in Any Color-They Are Often Elaborately Trimmed - Many Models to Cheese From-Silks and Wools and Lighter Materials Also Used for These Coats-Coats of White Leather s Paris Extravagance-Silk Bloomers.

The rise of the motor fad has given tailors a new problem to solve and added one more worry to the burden of the woman who takes her costumes seriously.

The sport that does not afford scope for coning costumes can never gain a firm bold upon the affection of the average women, and, for that matter, it is a question whether any sport conceivable could be beyond the possibilities of piquant dress Of course, there are athletic women who do not care how they look, but they are mercifully few, and the craze for such independ ence that made frights of a majority of the summer girls a few summers ago has apparently run its course.

The athletic girl is as much to the fore as ever, but she no longer goes in enthusi-



OF DARK BLUE SILK RUBBER WITH BLACK astically for the unbecoming and untidy and sporting dress has made rapid strides within the last two or three years.

When the automobile invaded the world of sport it called for something absolutely new in the line of costume, but the first one to furnish that pavelty were not calculated to rouse feminine enthusiasm Apparently the only way to motor comfortably was to resign one's self to looking like a guy, and while a few women were willing to make the sacrifice in the interests of novelty, even those few sighed over the cruel pecessity.

But we have changed all that, or rather the tailors and hat makers, aided and al etted by fair customers, have changed it. With the multiplication of electric broughams, victories, &c., for town use, and the many beautiful cars serving chiefly for short runs, has come a type of mctor costume picturesque, elegant and far removed from the original experiments.

Touring and long runs still call for coats and headgear that are practical and serviceable, able to defy wind and rain and dust, but even the touring costume has taken on new graces, and to-day it is possible to be sensibly dressed for country mctoring, yet attractively attired at the same time. There's no denying that goggles are disfiguring things, and none of the various



TAN PONGEE

substitutes is much of an improvement but goggles are easily adjusted and removed, and in many cases a substantial veil will be protection enough without the

It is in the realm of the silk rubber coat that one finds many of the smartest motor coats of the practical type, and manufac-turers of this material, realizing their golden opportunity, have been achieving wonders improvement of color and quality. One may have a silk rubber coat of any weight and almost any modish color.

The material is, of course, proof against rain and dust, easily cleaned, not too heavy for comfort, while offering an impenetrable front to the keen wind that is likely to attend motoring even upon summer days. The one objection to the material is the fact that it has an undesirable odor of rub-ber, but this odor has been diminished greatly and one soon grows accustomed to it.

The smooth firmness of the fabric offers | green and violets. an excellent opportunity for the stitching and the strapping which are the important trimming features of the tailored coat, and eness insures graceful folds, so there is small wonder that makers of motor coats are exploiting silk rubber and women

All the darker shades of blue, several deep yet vivid reds, the bur ter and emergreens, a very attractive group of browns and other dark bright ber are also made in pongee, taffeta, mohair

browns, the mode and dust and tan colors, gray from a light shade almost a pearl through the dove and smoke tones to steel and gunmetal grays, white, black and prune-these are the colors most favored for the rubber coats, though vivid colorings such as orange in the satin finished rubber are used as relieving notes upon dark

colored coats. The gleaming satin finished silk rubber NEW GRACES OF MOTOR COATS, of high luster is chosen for a majority of the coats, and is slightly heavier than some of the duller finish rubber. The latter is often almost as light in weight and as supple as crape, and lends itself readily to certain picturesque coat lines, although the firmer rubber shows tailor stitching and cutting tetter.

A charming coat illustrated among the small cuts was of this exceedingly light weight silk rubber, in a gray little darker than pearl, and it had a soft luster, although

like fulness of the body of the coat, the coat

is usually cut in two ports, and the joining

of the upper and lower parts gives a chance

for varying effects of seaming, stitching,

A back view of a coat shown in the centra

group illustrates one development of the

empire lines, and this model, offered in

blue, brown and dust color, is a particularly

The front has an empire effect harmoniz-

ing with the back, and the fronts turn back

OF SHEPHERD'S CHECK SILK.

in pointed tabs stitched down flatly. Around

the bottom of the coat a deep band cut at

the top in similiar pointed taps is laid flat

shown in the silk rubber, but one sees, too,

larly one in peacook tones and another in

Leather to match forms collar and cuffs

for some of the rubber coats and, less practi-

cal are trimmings of velvet, usually in the

shape of foundations for collars and cuffs

over which are stitched bands of the rubber.

Buttons of the coat material set in rims of

metal are the usual style but leather

buttons or buttons of silver, gold or enamel

Many of the models made up in silk rub-

are occasionally used.

Not only plain color and ground are

upon the coat skirt and stitched down.

and English woolen stuffs. Both taffets and pengee are charming materials for dust coats and are much cooler for hot weather wear than rubt er, but they are not of course, adapted to all weathers as is the rubber. Mohair is perhaps more serviceable but less smart.

Some of the pongee coats intended for practical wear are less severe than the much the same lines. Take for example, the coat of dark blue pongee figuring in the large picture.

It is cut with a cape and has a waistcoat, cuff and collar finish of red cloth embroidered in white and dark blue. 'The buttons are blue and red and heavy blue silk cordeleires hold the coat in front. The model is serviceable in so far as pongee can be serviceable, yet has a hint of gay frivolity that pleases some women more than tailored

The material was a soft finish taffeta in black and white shepherd plaid. Nar-row black silk piping and small buttons covered with black taffeta were the only trimming save for a flat collar finish of white taffeta bordered by black piping; but the cut of the garment and the fashion in which the fine lines of black silk and the buttons were applied gave the coat a modish rubber coats, though usually following air lacking in many more pretentious motor

garments. A flat collarless neck finish such as was feature of this coat appears upon many of the summer motor coats, protection of the frock collar and throat being left to the enveloping folds of the veil or the soft silk hood. Some women say that a coat collar is merely unbecoming, since for ordinary rides a chiffon veil is swathed around the throat after covering the hat and ties in front, and for touring some sort of hood drawn closely over the hair and under the chin, with a short cape to hold it down ander the coat, is essential. However, a majority of the practical motor coats have either close standing collars, buttoning over,

for any woman who expects to do much automobiling such a garment is desirable if not absolutely easential, even during the midsummer months.

Swift motoring is always cool sport and there are sure to be many days, even in summer, when a thin coat is not enough protection. The lightweight coat may, of course, be supplemented by a separate waistçoat or a knitted golf sweater, and where two coats are out of the question this arrangement is, perhaps, preferable to the one heavier coat, for the latter will be found too warm at times; but two coats are really needed in the summer outfit for motoring.

The heavy wool ocats are perforce built upon very severe tallored lines, and, like a majority of the best silk rubber coats, owe their success to cleverness in cutting, stitching and strapping. The modified Ragian and paddock coat lines are the usual thing, but many variations are rung upon these, and effective trimmings of leather or contrast-

A dark mixed blue and brown tweed for example, has a collar piping and buttons



AUTOMOBILE COATS OF SILK, RUBBER, LEATHER AND PONGEE.

and taffeta, and popular in light weight silk rubber as well, is the modified Russian blouse in which the redingote has merged its identity so often this season. One of the best coats delevoped along these lines is in natural hue pongee or champagne color light weight silk rubber.

A heavily stitched belt confines the full blouse at the waist and below the full skirt falls to seven-eighths length. A flat yoke out in excellent lines and stitched on the edges fits smoothly over shoulders and chest, and hig flat buttons of the material set in dull gold rims are the only trimming of a coat that succeeds is being distinctly chic though not becoming to all figures.

Both plain and shot taffetas are pressed into service by the motor coat makers.



self color dots or lozenges sprinkled over the surface, and some of the shot effects in silk rubber are really lovely-particu-

PALE GRAY SILE RUBBER. into smart dust coats although they are not so practical as the one tone silks in dark or neutral blues. A particularly pretty coat of checked silk, shown in a Twenty-third street house which is noted for its motor outfits and from whose models most of our sketches have been made, was slightly shorter than the usual seveneighth length and hung straight and full, fitting smoothly over the shoulders, but widening toward the bottom, has do all well

sleeve that may be drawn closely to the ing coat, reproduced here, is of covert in wrist, but some of the newest models in one of the clive toned gray browns, lined lightweight stuffs have double sleeves such as are pictured in one of the cuts. A rather close coat sleeve buttoning snugly leather matching almost exactly the shade at the wrist is the undersleeve and over it of the covert. The buttons are of the olive falls a more picturesque full sleeve, slit up



the outer seam and falling in cape like folds vet held by a wide loose cuff at the bottom

so that it does not flare and wave in the

fashion that makes the cape coat unpopular for automobiling. Cape effects over the back and arms are features of many good models, but they almost invariably button or strap down tightly to the fronts just in front of the arm, so that the stiff breeze raised in motoring will not make them flap annoyingly. Other coats made somewhat after the Inverness cape lines, in heavy wool stuffs, have the sloping cape sleeves, but

these are so cut that they may be held down closely to the arm by means of luttons and straps when necessary, the full cape folds being converted into The heavy rainproof tweeds, homespuns, coverts, &c., are the practical ma-

terials for the motor coat, warmer than

throughout with lightest weight rubber of the same general tone, and trimmed in leather in dull silver rims, and the skirts of the coat are oddly plaited into the seams below the waist front and back.

Another good covert coat, severely plain, has for its original note stitched strape running from the shoulders down the fronts and gradually broadening until at the bottom they are wide enough to form the pointed flaps of big square pockets.

The shape, adjustment and stitching of the pockets and the trimming or shaping of pocket flaps offer opportunities for novelty, and the tailors have taken clever advantage



OF TAN LEATHER.

of these opportunities even upon the plainest model. The arrangement of shoulder seams and sleeve tops too, is an important point, and one allowing considerable variety. The sleeve top continuing in a flat stitched plait to the collar line and giving an epaulet effect is frequently used, and variations upon the Raglan shoulder are many.

Mixed gray or tan homespun coats with collars and cuffs of gray, brown or black leather are comfortable and good looking of silk or lightweight rubber, and I garments if well cut, and there is a large



line of cravenette motor coats, serviceable

and well made The English checked suitings in black and white or brown and white are employed for some motor coats less practical than the coverts, tweeds, &c., but warmer than silk, and attractive in appearance. One such model made upon Empire lines with black leather collars and cuffs and a white piqué waistcoat, showing only when the coat fronts are unbuttoned and thrown back, is an unusually chic garment. The same model in tobacco brown and white with brown leather is quite as attractive.

Leather motor coats and costumes have been popular from the very beginning of motoring, but there has been a tremendous improvement in the leather motor garments for women within the past year. For several years leather workers have been making great strides forward, and the finishing, dyeing and handling of leather have really become fine, arts. The motor craze comes just in time to help in exploiting the results obtained by the workers n leather, and both leather trimmings and whole garments of leather are dear to the motor woman's heart.

As a rule, lesther coats are cut upon very simple lines, or, rather, upon very severe lines, for tailored severity of cut is not always a simple thing; but so supple and soft are many of the leathers now that it is possible to use them almost as one would use cloth, and some elaborate garments are turned out in leather.

At the shop already mentioned there is to be seen a stunning Empire coat of smoke gray suede out in complicated fashion with a triple jacket effect, and beautified by handsome buttons of old wrought silver.

Less striking in line but more intricate in detail is the white leather coat sketched in the central picture. Naturally, white leather is not the most practical of motor

brown leather and the combination is an effective one without being conspicuous or bizarre. The cost is cut with the loose straight bottom and more ample skirt est on in overlapping hip seam.

The arrangement and shape of the pecker and the strapping are novel and smart, and the coat is lined throughout in a soft moirs the shade of the light brown leather. A coat of light brown leather piped in white, but less intricately strapped than the white coat, and lined throughout with taffets matching the leather is another with or without skirts to match are very

These short leather coats are usually aither of a form much like a man's shooting coat or are made in Norfolk jacket shape, falling straight from the shoulders and loosely belted. They are shown in brown, black, deep claret, bright red and gray; and are made to order in other colors; but the brown, black and deep red leathers are the favorites for this essentially plain,

sportsmanlike garment. There are plenty of pockets in the coats and perhaps some novel idea may be introduced in the pocket flaps. The lining may be of silk or of flannel, but while flannel or fur were chosen for the winter coats, silk is the rule in the summer coat of leather.

The skirt, when a skirt accompanies the coat, is short, ample enough for comfort. but severely plain, with stitching or strapping for trimmings.

Short coat and skirt motor costumes of milk rubber, tweed, cravenette, &c., are also in o der, but as a rule women prefer an ordinary frock, with an enveloping motor coat, so that when the coats are defied they are comfortably arrayed for every day events.

Sweaters of all kinds are worn under gold coats when more warmth is required, but the straight falling sweater reaching a short distance below the waist and cut down slightly at the neck is considered particularly suitable under the motor coat.

Silk bloomers, unlined, or lined with wool albatross or flannel, are desirable possessions for the motor woman, even in summer, and less clumsy than many skirts. Long spat gaiters of leather cloth or other material are also practical items of the motor out-fit, and heavy gloves, very loose and made with gauntlet or with mousquetaire wrists strapped closely, are the favorite motor gloves, though the ordinary heavy walk-ing gloves will do if the coat sleeve fastens anuely at the wrist.

ing gloves will do it the coat sleeve fastens snugly at the wrist.

One of the most beautiful of summer fabrics in demand to-day for waists, dresses and for evening wear is Bansai silk. It is a very sheer fabric and is particularly noticeable for its brilliant luster. Full 27 inches wide.

WHOLESALE PRICES.

Tables Showing That They Have Advanced Largely Since Passage of Dingley Law. WASHINGTON, May 27 .- A series of tables and explanatory matter, showing the course of wholesale prices during the year 1904 and during the period from 1890 to

1899, were published by the Bureau of Labor

to-day. Similar data were published in

1902, 1903 and 1904. Taken as a whole, the tables show in a striking way that wholesale prices fell sharply after 1892, rose gradually after 1897, when the Dingley law was enacted; and advanced in large percentages in the

years following 1899.

The high water mark in wholesale prices for commodities was reached in 1903. The average in that year was 13.6 per cent. higher than the average price for the period of 1890-99, but the average was a fraction smaller last year, when the average

fraction smaller last year, when the average price was 13 per cent. higher than for the average from 1890 to 1899. These figures apply to commodities as a whole.

The average wholesale price of farm products was highest in 1902, but with the exception of that year the highest price was in 1904. Last year the price was 26.2 per cent. higher than the average for the period from 1890 to 1899. The wholesale price of food products was higher last year than in any year since 1891, the average being placed at 7.2 per cent. higher than the nine year average from 1890 to 1899. Prices of food products were only one-tenth of 1 per cent. higher last year than in 1903.

tenth of 1 per cent. higher last year than in 1903.

Clothes and clothing were 8.6 per cent. higher last year than the nine year average already referred to and higher than in any year aince 1891. The average was higher by 3.2 per cent. than in 1903. Fuel and lighting were lower in price last year by nearly 17 per cent. than in the year 1903, but still much higher than in any other year aince 1890, with the single exception of 1903.

leather is not the most practical of motor coat materials, though the fact that it soils easily is to some degree offset by the other facts that it may be perfectly cleaned, is durable so far as wear is concerned and may be made beautiful.

Motor women of a certain class care little whether a garment is really practical, but are extravagant in automobile cestumes as in all matters pertaining to the toilette and ask only that a coat be chic and becoming. Many white leather coats were seen in Paris last winter and now they are offered here.

The one in question is piped with soft brown leather and the combination is an effective one without being conspicuous or

SCHENECTADY'S VISITORS. That City the Moose of the Electric and

Steam Railroad Worlds. SCHENEOZADY, May 27 .- Schenectady is very cosmopolitan these days. In addition to its resident foreign population of fully 25,000, speaking twenty-five or thirty tongues, the city is visited almost daily by foreigners from all parts of the world. Last week one of the two sections of the International Railway delegates spent a of the city's two great industries, the General Electric Company and the American Locomotive Company. The delegates were treated to an elaborate lunch at the lossmotive works and had a 75 miles an hour

motive works and had a 75 miles an hour trip behind the famous electric locomotive No. 6,000—the joint production of the two main industries of the city.

Yesterday the delegates of the other ecotion were here and the program was repeated. On Friday the General Electric Company again had three distinguished visitors, who made a fast trip over the Ballston division of the Schenectady Electric Railway Company. They also had a 67 miles an hour ride behind the now world famous electric locomotive, No. 6,000. The visitors were R. Van Hasshelt, president of the Holland Railroads, Amsterdam, Holland; J. Van Loenen Martinent, chief of division of the same system, and H. P. Van Maas Gesteranus, another of the Holland Company's chiefs of division.

Schenectady has become the Mecca of the electric and steam railroad worlds. The pilgrims come here from everywhere—Germans, Hollanders, Frenchmen, Austrians, Russians, Italians, Belgians, Spaniards, Japanese, Chinese, Australians, Britons (the three kinds), Canadians, Swiss, Hindus, Persians and about all the nationalities under the sun.

Fewer Men Using Umbrellas. From the Milwaukee Sentinel.

"I believe the use of umbrellas by men s largely being discontinued," said the dealer There was a time when every man had an

"There was a time when every mast had an umbrella and was absolutely dependent upon it in the event of a rainstorm, but from observations I have been making for my own satisfaction. I am convinced that in a few years the man with an umbrella will be the exception, and not the rule.

"The umbrella will become as obsolete as the rubber overshoe is to-day. Not many years ago shoes with soles as heavy as those on the finest footwear of the present period would have been thought fit only for an outdoor laborer. Men wore dainty shoes then, and used rubbers when it rained. Now they wear the heavy shoes, finding them comfortable in fair weather, necessary in wet.

"The cravenette raincoat will as surely put the umbrella on the shelf. It is light and comfortable, stylish in appearance, and can be carried with as little inconvenience as an umbrella or cane. Then there is no trouble about managing it in a wind storm. But when a man has struggled through a small sized hurricane with an umbrella, he is about ready to throw it away and take his chances with the elements."

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